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Article 34

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DaimlerChrysler AG

Patent Claims

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1. A supporting structure for a motor vehicle, in particular an automobile, having a longitudinal beam arrangement (2), to at least one longitudinal end (3) of which a bumper arrangement (4) is attached, which has a crossbeam (7) and a bending beam (5) attached to the ends (8) of the crossbeam (7), the crossbeam (7) in an axial direction resting against the longitudinal beam arrangement (2) by way of two longitudinal beam parts (12), and the longitudinal beam parts (12) being attached to a central section (11) of the crossbeam (7), which is located at a distance from the ends (8), **characterized in that** the bearing beam parts (12) at their ends remote from the crossbeam (7) are attached by way of a bearing bracket (13) to one another and to the longitudinal beam arrangement (2), and that the bearing bracket (13) takes the form of a crash element, which exercises an energy-absorbing effect in the event of crash.

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2. The supporting structure as claimed in claim 1, **characterized in that** the bending beam (5), at least in the central section (11), rests on the crossbeam (7) by way of at least one energy-absorbing foam body (10).

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3. The supporting structure as claimed in claim 1 or 2,
characterized in that the bearing beam parts (12) run
parallel to the longitudinal direction (6) of the
vehicle and at a distance from one another in the
5 horizontal direction.
4. The supporting structure as claimed in any one of
claims 1 to 3, **characterized in that** the longitudinal
beam arrangement (2) is arranged essentially in the
10 center of the vehicle.
5. The supporting structure as claimed in any one of
claims 1 to 4, **characterized in that** the bending beam
(5) is supported at its ends on the crossbeam (7)
15 such that it can rotate about vertical axes.
6. The supporting structure as claimed in any one of
claims 1 to 5, **characterized in that** the bending beam
(5) is attached exclusively at its ends to the
20 crossbeam (7).

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